

REMARKS

The Examiner's attention to the present application is noted with appreciation, as is the indication of the allowability of the subject matter of claims 3, 7, 13, and 17.

The Examiner rejected claims 1, 4, 8-9, 11, 14, and 18-19 under 35 U.S.C. § 102(b) as being anticipated by Hosoda et al. ("Hosoda"). The rejection is traversed.

The Examiner notes correctly that the Abstract of Hosoda accurately summarizes the invention thereof. However, as noted in the Abstract (emphasis supplied), Hosoda inhibits the air-fuel ratio "when the estimated temperature of any one of the at least one component part of the engine is higher than a corresponding predetermined value." This is because Hosoda is concerned with taking intervention when an engine is in a high load state.

Hosoda does not disclose and in fact teaches away from the present invention. The present invention in claim 1 (emphasis supplied) restricts air intake "when the temperature [of the exhaust] is below the set point" and in claim 11 (emphasis supplied) restricts air intake "when the temperature is below an exhaust temperature set minimum point." The present invention is concerned with engines in no load or low load states.

The Examiner rejected claims 2, 5-6, 10, 12, 15-16, and 20-28 under 35 U.S.C. § 103(a) as being unpatentable over Hosoda. This grounds of rejection is traversed. As noted above, Hosoda teaches away from the present invention.

An earnest attempt has been made to respond to each and every ground of rejection advanced by the Examiner. However, should the Examiner have any queries, suggestions or comments relating to a speedy disposition of the application, the Examiner is invited to call the undersigned.

Reconsideration and allowance are respectfully requested.

Respectfully submitted,

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